

**LEGISLATIVE SERVICES AGENCY  
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House  
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**FISCAL IMPACT STATEMENT**

**LS 7638**

**BILL NUMBER: HB 1389**

**DATE PREPARED: Jan 2, 2001**

**BILL AMENDED:**

**SUBJECT: Toll Road Revenues.**

**FISCAL ANALYST: James Sperlik**

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**FUNDS AFFECTED:      GENERAL  
                                 X DEDICATED  
                                 FEDERAL**

**IMPACT: State & Local**

**Summary of Legislation:** This bill requires the Toll Road Authority to use excess revenues for road and infrastructure projects in the counties through which the toll road passes. It requires the Authority to allocate money for the projects upon the basis that the population of each county bears to the total population of all the counties through which the Toll Road passes.

**Effective Date:** July 1, 2001.

**Explanation of State Expenditures:** Estimates of the excess revenues for the Toll Road are shown in the table, below, along with the estimated amount each county would have received had this provision been in effect for the last four fiscal years.

<b><u>County</u></b>	<b><u>1998 Est. Population</u></b>	<b><u>% of Pop.</u></b>	<b><u>1997 Est. Excess Rev.</u></b>	<b><u>1998 Est. Excess Rev.</u></b>	<b><u>1999 Est. Excess Rev.</u></b>	<b><u>2000 Est. Excess Rev.</u></b>
Lake	478,323	39.08	16,806,000	14,851,814	14,851,814	9,380,093
Porter	145,726	11.91	5,120,120	4,524,757	4,524,757	2,857,741
LaPorte	104,461	8.54	3,670,264	3,243,489	3,243,489	2,048,519
St. Joseph	258,088	21.09	9,067,988	8,013,570	8,013,570	5,061,202
Elkhart	172,310	14.08	6,054,156	5,350,184	5,350,184	3,379,064
La Grange	33,484	2.74	1,176,469	1,039,670	1,039,670	656,634
Steuben	<u>31,450</u>	<u>2.57</u>	<u>1,105,004</u>	<u>976,515</u>	<u>976,515</u>	<u>616,746</u>
Total	1,223,842	100.00	43,000,000	38,000,000	38,000,000	24,000,000

*Background:* Until 1998, Toll Road revenue in excess of operating costs and the major expense account (the capital budget account) were put into the Transportation Improvement Fund for projects that would benefit the Toll Road. Upon completion of a study of their long-term needs (which included improving some of its interchanges and adding lanes) and approval by the Indiana Department of Transportation and the Indiana

Transportation Finance Authority, all excess revenue was put into a long term construction fund and a moratorium was put on Transportation Improvement Fund projects until the long-term capital needs were funded.

**Explanation of State Revenues:**

**Explanation of Local Expenditures:**

**Explanation of Local Revenues:** See Explanation of State Expenditures, above.

**State Agencies Affected:** Toll Road Commission; the Department of Transportation; Transportation Finance Authority.

**Local Agencies Affected:** Counties through which the Toll Road passes.

**Information Sources:** Rick Whitney, Controller and Deputy Commissioner of the Department of Transportation; Department of Transportation Annual Report.